





## Mails.

## Occidental &amp; Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG. OCEANIC, TUESDAY, Sept. 20. GADIE, W. Honolulu, TUESDAY, Oct. 11. BULGARIA, TUESDAY, Nov. 10.

THE Steamship OCEANIC will be despatched for San Francisco, via Yokohama, on TUESDAY, the 20th September, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

## RATES OF PASSAGE.

From Hongkong, First Class. To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Town, Seattle, Tacoma, Portland, O. \$325.00. To Liverpool and London \$335.00. To Paris and Bremen \$335.00. To Havre and Hamburg \$335.00. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic Lines of Steamers.

## RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION.	30 days.	Continuing Trip.
Kansas City, Mo., Omaha, Neb.	\$25.00	
St. Louis, Mo.	\$22.50	\$91.50
St. Paul, Minn., Minneapolis, Wis., Chicago, Ill.	\$22.50	
Milwaukee, Wis.	\$23.50	\$25.00
Cincinnati, Ohio	\$23.50	\$31.50
Columbus, Ohio	\$24.50	\$34.50
Cleveland, Ohio	\$25.50	\$37.50
Toronto, Canada	\$26.50	\$40.50
Pittsburg, Penn.	\$27.50	\$43.50
Niagara Falls, N.Y. Buffalo, N.Y.	\$28.50	\$46.50
Washington, D.C.	\$31.00	\$50.00
more, Md.	\$31.75	\$51.75
Montreal, Canada	\$31.75	\$51.75
Philadelphia, Penn.	\$31.75	\$51.75
New York	\$31.75	\$51.75
Boston, Mass.	\$31.75	\$51.75
Portland, Maine	\$31.75	\$51.75

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Ministers, Members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Passenger return tickets to San Francisco will be issued at the following rates:—

4 months \$337.50

12 months \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have not full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%.

This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received by the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agents at the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, August 30, 1892. 1499

## To-day's Advertisements.

## DILIGENTIA LODGE OF INSTRUCTION.

A Regular Meeting of the above LODGE will be held on THURSDAY, the 15th inst., at 6.30 p.m. precisely.

Hongkong, September 12, 1892. 1568

## HONGKONG RIFLE ASSOCIATION.

THE Short RANGE CUP will be Shot for on SATURDAY NEXT, the 17th inst. Ranges, 500 and 600 yards. Time, 2.45 p.m.

ED. ROBINSON, Hon. Secretary.

Hongkong, September 12, 1892. 1584

## NOTICE.

THE Annual General Meeting of the HONGKONG HOCKEY CLUB will be held in the Cricket Pavilion, at 6.15 p.m., on MONDAY, the 13th inst.

F. LINDSAY LEITCH, Secy. R.E. Hon. Sec. H.K.H.C.

Hongkong, September 12, 1892. 1585

## UNION LINE.

## NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG AND STRAITS.

THE Steamship Colonist having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Under- signed before Noon on the 19th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 3 p.m. No Fire Insurance has been effected, and no Goods remaining in the Godowns after the 19th inst. will be subject to rent.

Bills of Lading will be countersigned by SHEWAN & Co., Agents.

Hongkong, September 12, 1892. 1587

## To-day's Advertisements.

## MOGUL LINE OF STEAMERS.

## FOR SHANGHAI, KOBE AND YOKOHAMA.

The Steamship Argyl, Capt. J. O. WILLIAMSON, R.N.R., will be despatched as above at Noon, on WEDNESDAY, the 14th inst.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, September 12, 1892. 1544

## THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA VIA AMOY.

The Co.'s Steamship Zafiro, Captain COBURN, will be despatched for the above Port on WEDNESDAY, the 14th inst., at 5 p.m.

This Steamer has superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN & Co., General Managers.

Hongkong, September 12, 1892. 1583

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA VIA AMOY.

The Co.'s Steamship Kersing, Capt. T. R. Galsworthy, will be despatched as above on WEDNESDAY, the 14th inst., at 5 p.m.

This Steamer has superior Accommodation for Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, September 12, 1892. 1583

## SHIRE LINE OF STEAMERS.

## FOR SINGAPORE, HAVRE, LONDON, HAMBURG AND ANTWERP.

The Steamship Radnorshire, Capt. P. DAVIES, R.N.R., will be despatched as above on or about SATURDAY, the 23rd inst.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, September 12, 1892. 1436

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## STEAMSHIP DEYAWONGSE.

FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.

Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded on notice to the contrary be given before Noon To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th inst., or they will not be recognized.

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Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents.

Hongkong, September 12, 1892. 1582

## MOGUL LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

STEAMSHIP ARGYLL.

FROM MIDDLESBRO, GLASGOW, LIVERPOOL AND STRAITS.

Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., at Kowloon, whence delivery may be obtained.

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Hongkong, September 12, 1892. 1582

## Dakin, Cruickshank &amp; Company, Ltd.,

## CHEMISTS, &amp; C.

## WHOLESALE SUMMER DRINKS.

## DAKIN &amp; Co.'s LEMON SQUASH.

## GINGER ALE.

## QUININE TONIC WATER.

## LEMONADE.

## SARSAPARILLA.

## PHOSPHOZONE the Children's Favorite.

## FRUIT SYRUPS made from the Juice—

## RASPBERRY, STRAWBERRY, BLACK CURRANT, JABONELLE PEACH, LEMON, PLUM.

Quarts 75 Cents, Doz. \$8. 1395

## SHIPPING.

## ARRIVALS.

September 10—

Nanchang, British steamer, 1,062, E. Enlayson, Choboo September 5, General.

September 11—

Chiyuen, Chinese str., from Whampoa. Fookang, British str., from Whampoa.

September 12—

Chiyuen, Chinese str., from Whampoa. Fookang, British str., from Whampoa.

September 13—

Chiyuen, Chinese str., from Whampoa. Fookang, British str., from Whampoa.

September 14—

Chiyuen, Chinese str., from Whampoa. Fookang, British str., from Whampoa.

September 15—

Chiyuen, Chinese str., from Whampoa. Fookang, British str., from Whampoa.

September 16—

Chiyuen, Chinese str., from Whampoa. Fookang, British str., from Whampoa.

## Vessels Advertised to Sail.

Destination. Vessel. Agents. Date of Leaving.

Bangkok, Taichow (S.), Yun Fat Hong, Sept. 14, at 10 a.m.

Bremer & Port of Call Bayon, Sept. 18, at 10 a.m.

H'wo, L'ng & A'g Radnorshire (S.), Sept. 23, at noon.

London, v. Port of Call Bayon, Sept. 23, at noon.

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## MEMOS FOR TO-MORROW.

## Shipping.

Noon.—Kensun leaves for London, &c.

Miscellaneous.

Goods per Steamer Sydney unclaimed after Noon subject to rent.

Goods per Priok undelivered after this date subject to rent.

Goods per Glenarney undelivered after this date subject to rent.

General Memoranda.

THURSDAY, September 15—

4.15 p.m.—Meeting of Members of the Hongkong General Chamber of Commerce at Rooms of the Chamber.

5.30 p.m.—Meeting of Diligentia Lodge.

FRIDAY, September 16—

4 p.m.—Meeting of Shareholders of The China Traders' Insurance Co., Ltd., at Company's Office.

5.30 p.m.—Meeting of Members of the Hongkong St. Andrew's Society in the City Hall.

9 p.m.—Meeting of Perseverance Lodge.

SATURDAY, September 17—

2.45 p.m.—Auction of Household Furniture, &c., at Gleniffer, Kowloon, the Residence of Mr. W. H. Young.

2.45 p.m.—Competition of the Hongkong Rifle Association.

MONDAY, September 18—

5.15 p.m.—Meeting of Hongkong Hockey Club in the Cricket Pavilion.

Exchange.

HONGKONG, September 12.

On London—

Bank Wire, ... 2/9

On demand, ... 2/9

30 days sight, ... 2/9

4 months sight, ... 2/9

Credit, 4 months sight, ... 2/9

On Paris—

On demand, ... 3/48

Credit, 4 months sight, ... 3/48

On Berlin—Demand, ... 2/81

On New York—

On demand, ... 67/2

Credit, 60 days sight, ... 69/2

On Bombay—

Wire, ... 225/2

On demand, ... 225/2

On Calcutta—

Wire, ... 225/2

On demand, ... 225/2

On Shanghai—

On demand, ... 12/2

30 days sight, private party, ... 12/2

Gold Leaf, 100 fine (per ton) ... 350/0

Sovereigns (Bank's buying rate) ... 7/10

A. S. WATSON & Co., LIMITED.

AERATED WATERS.

GINGER ALE.



following letters were read and put in as evidence:—

35, Queen's Road.  
Hongkong, 8th July, 1892.

Dear Sir,—Mr John Mitchell has continued us with reference to an article contained in the issue of the *Hongkong Telegraph* of July the 7th and headed "A Takuao Enterprise?"

This article contains statements that our client had been induced to damage the steamship *Coryia* before her sale, that "he inspected it through the bottom of a tumbler and in no other way" and that his report was highly flattering when it should have been condemnatory; and concluding that the vessel was to be in a good state and that she was afterwards condemned by the Government Surveyors.

These statements are entirely contrary to fact and are either willful misrepresentations or have been made carelessly and negligently in the true facts.

It is not true that our client was sent to inspect the ship before the purchase, he made no inspection of her at that time, nor did he make a report flattering or otherwise until after the sale and the vessel had been put upon the slip.

These misstatements have caused our client a great deal of annoyance and he calculated seriously to damage his property and reputation both in the eyes of his employers and of the public.

Our client therefore requires that you should publish in your own paper and in the *Hongkong Daily Press* and in the *Lat Pau* a full retraction of the above for the statements as above mentioned, and further that you should pay the sum of \$100 to the Alice Memorial Hospital.

In the event of your failing to comply with this very reasonable request our client will be compelled to prosecute legal proceedings in order to vindicate his reputation.

Yours faithfully,  
(Sd.) WORTON & DEACON.  
R. FRASER-SMITH, Esq., Editor,  
*Hongkong Telegraph*.

Hongkong, 8th July, 1892.

Gentlemen,—In the temporary absence of Mr Fraser-Smith I have read the copy of to-day's edition of your paper and I take upon myself to reply, without prejudice.

Your information as to what is contained in the article to which you refer is inaccurate in quite a large number of points. I beg your acceptance of my sincerest thanks. I trust you will be good enough to re-

Apparently you are informed that Mr John Mitchell never reported favourably on the steamship *Coryia*, but if so, I must say it requires some ingenuity to suppose that such a statement would be made. However, if you will be good enough to supply me with a statement of facts, not concealed among careless misrepresentations, I will be very pleased to do all that can reasonably be required in the way of reparation, should any be required.

It might suit your convenience to take no further step until the return of Mr Fraser-Smith, which I expect will be in two weeks. It is unfortunate that he is not at present in time, but probably the delay will not do more than further injury to your client.

(Sd.) T. COWEN.

Messrs Wotton & Deacon.

P.S. (9/7/92) As your office was closed by the time I received your letter I was led to keep my reply over-night. It has been my intention to state that Mr Fraser-Smith might have been willing to let Mr Fraser, and to do as an act of friendship far more than could be demanded of him. I will therefore undertake to publish without restriction the usual facts of advertisement, for the information of those who (as is common in a cosmopolitan community) do not understand English, an explanation, in language which even the most obtuse could not fail to understand, that Mr Fraser and we did not state that Mr Mitchell's inspection of the ship proceeded, or influenced, the purchase.

Further, I will offer, on my own account entirely, to pay \$100, not to the charity demanded by you (as I already have contributed), but to the school below the Lunatic Asylum, which seems to me to be more in need of support; and which should be more immediately appropriate.

(Signed) T. COWEN.  
Messrs Wotton and Deacon.

Hongkong, 14th July, 1892.

Gentlemen,—In reference to the *Orygia* case I am advised that being registered proprietor and publisher for the *Telegraph*, I am solely responsible for what appeared in the issue of the 7th inst., and that my suggestion to delay action until the return of Mr Fraser-Smith was rejected.

This entirely alters the situation, for as this office is short-handed I have neither time nor inclination for lawsuits, and would be willing to do more than Mr Fraser-Smith could, avoid them, as I have already done. I am, however, much interested in myself actively in fighting your threatened action.

As, however, I presume you will wish to avail yourselves of the opportunity to press the case in his absence, I have no objection that you will kindly publish, without restriction, the statement of the grounds on which you base your complaint, and of the conditions on which your client will abandon all proceedings. Some of the witnesses intend leaving Hongkong soon, and would ask for an early reply. I would also need the need for some further evidence necessary to prove my case, which I believe would cause extra expense to your client without profit to yourselves.

(Signed) T. COWEN.  
Messrs Wotton and Deacon.

35, Queen's Road,  
Hongkong, 16th July, 1892.

Dear Sir,—In reply to your letter of the 14th inst. Mr Fraser-Smith is stated in the *Hongkong Telegraph* of the 7th inst. to be the printer and publisher of that paper, and therefore he is the person whom we must hold responsible for the statements contained therein. We propose to publish, without restriction, until Mr Smith returns, the statement of the grounds on which we base our complaint, and of the conditions on which our client would consent not to take proceedings, and these terms will be adhered to in all respects.

If you consent to insert in your paper a statement of the grounds on which you base your complaint, and in the *Daily Press* and *China Mail* as required by us, we will prepare a form of apology and send same for your approval.

If any of your witnesses are leaving Hongkong we would be prepared to issue the writ commanding us to give you an opportunity of taking their evidence on examination.

We cannot consent to the proposal contained in your letter of the 8th inst., last paragraph.

Without prejudice,  
Yours faithfully,  
(Signed) WORTON & DEACON.  
T. COWEN, Esq., *Hongkong Telegraph*.

35, Queen's Road,  
Hongkong, 24th July, 1892.

Dear Sir,—We beg to acknowledge the copy of a letter which we addressed to you on the 8th July instant, but which we are informed was not received by you owing to your absence from the colony.

We are instructed by our client Mr J. Mitchell to inform you that unless the terms mentioned in the enclosed letter are

[illegible]

...lower attack on Mitchell since then  
...to Telegraph.

...his Lordship—Can you suggest what  
...his Lordship can be designed to do  
...in this Colony?—He is a public  
...entirely.

...went in this matter he was not acting as  
...public surveyor, but as the servant of  
...the Hon. Sir James and Sir Walter, according to  
...the Hon. Sir James, and the Hon. Sir Walter, in  
...which the public have any interest?—It  
...is a matter of public legal opinion. I  
...ought to say so.

...This closed the case for the defendant.  
...Mr Fraser Smith, in addressing the jury,  
...of the case on which ought never to  
...were brought into Court and he  
...thought that would be the opinion of the  
...jury after hearing the evidence given by  
...the plaintiff himself. He had no objection  
...to the Hon. Sir James and Sir Walter in  
...connection with the *Oriza* without making the  
...permission of his employers and he admitted  
...that he had no authority to do this  
...without such permission; and this was the  
...case when he came before the Hon. Sir  
...James and Sir Walter, and he was  
...satisfied, after rejecting every overtare  
...it was made to him for the settlement of  
...the case outside the Court. He insisted on  
...coming into Court to uphold his position  
...and he was the greater mistake in his life  
...when he came into Court with this  
...intention. It was not a prosecution but a  
...retaliation. The plaintiff wanted public  
...revenge and he had got it. He wanted  
...results that the only meaning which the  
...words complained of could bear was that  
...the plaintiff was sent by his employers to  
...survey and report on the ship with a view  
...to its purchase; that he had neglected to  
...ask permission for such a survey  
...was acquired and that he had made  
...misleading and lying report to his  
...employers on which the purchase was  
...based, and that afterwards the Govern-  
...ment surveyors found the ship to be in a bad  
...and rotten condition and consequently the  
...purchase was abandoned by those who purchased  
...it. This he submitted was a most  
...serious imputation upon a business man.  
...him, he went on to say, was only  
...the elimination of the matter of attack  
...and retaliation and he had appeared  
...of the defendant's paper. Even if  
...the plaintiff himself had nothing to  
...do with the writing and publication of  
...the libellous statements Mr Cowan was  
...following the policy of the Government  
...and submitting to the public the  
...plaintiff's general or express instructions.  
...Mr Pollock, in summing up, said the  
...questions in the case were entirely  
...of the jury and he would not attempt  
...to say what the jury might think on way or  
...the other. He formulated the questions for  
...their consideration, and the jury after a  
...retire-ment of a few minutes' duration gave a  
...verdict for the plaintiff, awarding \$250  
...damages.

...The Lordship gave judgment accordingly,  
...with costs.

...The verdict caused some hissing in court,  
...which was promptly checked.

**HONGKONG RIFLE ASSOCIATION.**

In spite of a thermometer rising 53, seven  
...competitors faced the 700 and 800 yards  
...range. Mr. Ford was the only one to  
...shoot at 700 yards. The light was good, and the  
...wind steady, though, like *Dinnerford*, the  
...ancient air, a good deal more potent than  
...to the unsophisticated eye. An unusually  
...result was made on the 700 yards. An unusually  
...good shot, however, a difference of only 2  
...yards between 1st and 4th, maintained the  
...interest in the contest: up to the very last  
...shot. Mr. Watson, the champion, after  
...having put on the 800 yards, a point of  
...the contest, was the winner. Mr. Ford  
...was 2nd, Mr. Watson 3rd, and Messrs Howell  
...and Ford at the longer range: whilst the  
...Hon. Sec, after almost touching bottom at  
...the shorter distance, came with a wet splash  
...at 800 yards, and got within a point of  
...the winner of the Cup, with his hand on  
...the prize. The 800 yards, however, was  
...won by Mr. Ford, Spence, handball, aggregate  
...Mr. Howell, 71; net aggregate, Mr.  
...E. Robinson, 76. Below are the scores:

	700	800	Net	Allow.	Grand
Mr. F. Howell	10	20	30	10	40
Mr. E. Robinson	11	45	56	10	66
Mr. Watson	12	47	59	10	69
Mr. Howell	13	48	61	10	71
Mr. Watson	14	52	66	10	76
Mr. Howell	15	53	68	10	78
Mr. Watson	16	54	70	10	80

**TELEGRAMS BY THE AMERICAN MAIL.**

**MINISTERS TO BE RECALLED.**

London, August 14.—In consequence of  
...Gladstone's policy, so far as it has been  
...lined, the British ambassador at St. Peter-  
...burg, and others, may well be recalled for  
...transfer.

**THE GERMANS AND THE JEWS.**

Berlin, August 15.—It might have been  
...supposed that the acquittal of Vol-  
...buschaff at Cleve would have checked the  
...zeal of the German anti-Jews. But the  
...author has, however, not been dampened.  
...and, if possible, more active than be-  
...fore, and it is clear that they have not  
...desisted of interrupting the emascu-  
...lation of the Jews. The Prussian Envoys  
...at Berlin have been asked to transfer  
...anti-Christian question has many sides.  
...One was shown us here this week at the  
...trial of Carl Pasch, a well-known German  
...merchant, and several less known, un-  
...der charge of grossly libelling Herr von Brandt,  
...the Prussian Envoy at Peking, in 1870.  
...The libel has been a bad and a great  
...motion and attention has already been  
...drawn to it in the Prussian Herrenhaus.  
...Herr von Brandt was accused by Carl  
...Pasch of having libelled the Peking Envoys  
...years ago. He was a mining and iron  
...man, and a railroad and mining concession  
...which, it is alleged, the Prussian Envoy was  
...anxious to secure for himself and for  
...Jewish ring in China.

But this is not the heaviest charge  
...against him. He was accused, in sundry  
...pamphlets containing the alleged libels  
...of Herr von Brandt is accused of having outraged  
...by ransacking his private papers, looking  
...him up in the most secret days, and in  
...tending to transfer him to a madhouse.

Daton von Scheeling, Minister of Justice,  
...Baron Bleichroder and many other pub-  
...lic persons were more or less directly  
...involved in the case. The case was  
...called by Pasch, who this week adjourned  
...the trial for the return of Herr von Brandt  
...to other persons.

A case of far wider public interest  
...soon be tried in Berlin. Herr Overwunder  
...the much-talked-of case of Herr von Brandt  
...at the Land Court. The English  
...connection with the conduct of  
...Buschaff case, which, in a paper called *Ver-*  
...has recently denounced as "a miscarriage  
...of justice."

**MUSIC AND THE DRAMA.**

The Liebmans', Gustav von Moser's  
...latest play, has been a great success  
...at the Land Theatres. The English  
...American rights to the work have been  
...bought by Herr Mansfield of the Amb-  
...Theatre, Junkemann, a favorite libretto

[illegible]

sufficient room. Although the vessel was crowded with passengers, she had 110 passengers aboard. The number of lives lost was nearly eighty than forty. The light from the moon as well as that from the vessel's frigate, enabled the intimates gave a good idea of the heads and the water struggling to catch hold of anything that could be found. The flight of many to throw off those clinging around them made a scene that Doré would have been unable to picture. The divers reported that they had picked up many bodies floating in the water. The divers, their bodies and faces disfigured and distorted to an extent dreadful to behold, making it extremely difficult to handle them.

**BRITISH NAVAL MANOEUVRES STOPPED BY THE ADMIRALTY.**  
 London, August 15.—A correspondent of the Times aboard the war ship *Arcturion* lying off Belfast, says: "The *Arcturion* was towing a torpedo boat. Another 2 o'clock in the morning, shouts of 'Stop the ship!' coming from the torpedo boat. It was found that the boat had got under the *Arcturion's* stern and had begun striking her propeller. The boat was found to be overboard and sinking, and two men were recovered. All the crew of the *Arcturion* turned out, boys were lowered and the men rescued. The torpedo boat was afterward hauled out and hoisted in. The *Arcturion* was ordered to go to the ship *Nassau* and *Apollon*, the Admiralty authorities have abruptly stopped the naval manoeuvres.

**ON DUTY FROM THE ANTARCTIC.**  
 London, August 15.—Sir Brigg, of the North Cape, at New, at Bristol, Portland, &c., reports that on June 11th at 44 deg. north, 37 west, she passed two enormous icebergs, while many were visible ahead. The North sailed by a solid barrier of bergs, the highest being over 200 feet in height, while the water was filled with great quantities of broken ice. At 10 o'clock on the night of June 11th the vessel was entirely surrounded by ice and it was almost impossible to get through. At last, however, toward morning the winds changed and enabled her to clear the bergs. She had many marvelous escapes from destruction. The bergs formed a breakwater or fifty miles long, resembling a gigantic wall. The bergs being disarrayed, the vessel passed to the north, but reports from around Cape Horn that the ice from the Antarctic Cape this season is unprecedented, and that it has reached the nearest point ever known.

**THE PROCESSION JACK MARCHES.**  
 Hamilton (Ont.), August 15.—The Ancient Order of Fibrobanians of Hamilton and Toronto, with representatives from Buffalo, Rochester, New York and other places, held a big demonstration at a public meeting at the Hamilton Hotel. On the procession, and one that caused much comment on the streets, was the fact that no British or Canadian flags were displayed, the procession being headed by the Irish flag and about a dozen American flags being displayed. The march was led by the union of the British and Canadian flag was purely accidental. It is at least created a very unfavorable impression and might have prefigured a riot. Near the corner of John and St. Andrew streets a large number of Americans were seen. When a young John Jack and the reply was, 'Go—' with him cycling through Asia.

St. Louis, August 13.—The yacht Thomas G. Allen and William Schott left for a trip around the world in their bicycles. A letter has just been received from Vernier in Atlantic Russia, reporting their arrival in that out-of-the-way city. They had intended going to Peking, way of Iceland, but the Russian officials have been so much annoyed by the arrival of the empire via Soodwa, a more dangerous and difficult but more interesting route. This advice they are now following. They are now in the middle of the world, the vicinity of the great wall. They in fact time across the Turkish steppe going from Vernier to Kuldja, 305 miles in five and a half days. They were thirty-eight miles a day, making a march of eighty miles on horseback.

**CHINESE PUNED BY SMUGGLERS.**  
 Chicago, August 11.—Treasury Agent Cowley returned from Detroit this morning, where he has been for several days investigating the large commission in smuggling Chinese across the Canadian border. He says there is a great gain in adding the Celestials to illegal to the States. The smugglers are referred and outlaws from the United States. He says that the Chinese, however, despite the vigilance of sixty inspectors who are now patrolling the territory, smugglers are paid \$100 for each ship safely landed. Two carloads of foreign arrive twice a week from Manitoba, are landed at various points near border between Winnipeg, Port Arthur and Detroit.

Not a few of the smugglers are located at Windsor. They play all sorts of tricks on the heathen and foreign, and have landed a number of them on an island which belongs to Canada and are abandoned them.

**Quotations.**  
 HONGKONG, September 12, 1892.  
 OPIUM.—New Patna, cash, 607½  
           " Old        cash,     630  
           New Benares, cash, 630  
           " Old        cash,     610  
           New Malwa credit, 540  
           " Old        cash,     540  
           Old Malwa, credit, 650  
           Allowance, Cattie, 1½  
           Persian, Oily, cash, 440  
           Allowance, Cattie, 2  
           Persian, Faced, 450/60  
           Allowance, Cattie, 1½

**HONGKONG REGISTER.**  

	Previous	On date	On day after
Barometer	29.65	29.78	29.78
Temperature	57	86	86
Humidity	55	49	5
Direction			
Wind			
Force	0	0	0
Weather	b	b	b
Rain			
Highest open air temperature on the 11th	86		
Lowest open air temperature on the 11th	55		

 Hongkong, September 12, 1892.

**Temperatures.**  
 Taken at Messrs. Falconer & Co.,  
 Premises, Queen's Road.

HONGKONG, September 13, 1892.  

Barometer	29.65	29.78
Temperature	57	86
Humidity	55	49
Direction		
Wind		
Force	0	0
Weather	b	b
Rain		
Highest open air temperature on the 11th	86	
Lowest open air temperature on the 11th	55	

 Hongkong, September 12, 1892.



## Mails.



**STEAM FOR**  
SINGAPORE, PENANG, COLOMBO,  
ADEN, ISMAILIA, PORT SAID,  
MALTA, GIBRALTAR, MARSEILLES,  
BRINDISI,  
PLYMOUTH AND LONDON;  
ALSO,  
BOMBAY, MADRAS, CALCUTTA  
AND AUSTRALIA.

*N.B.*—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF, PORTS, MARSEILLES, HAMBURG, NEW YORK AND BOSTON.

**SPECIAL ONLY LANDED AT PLYMOUTH.**  
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship **CATHAY**, Captain A. SYMONS, with Her Majesty's Mails, will be despatched from this port on THURSDAY, the 16th September, at Noon.

Cargo will be received on board until 4 p.m. Parcels and Special Goods at the Office until 4 p.m. on the day before sailing. Silk, Valuable and Cargo for Europe (except Italian ports) will be transhipped at Colombo into a steamer proceeding to Marcellus and London.

For further particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

**H. H. JOSEPH,**  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, September 6, 1892. 1554

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND THROUGH  
AT YOKOHAMA AND SAN  
FRANCISCO.

Proposed Sailings from HONGKONG.  
City of Rio de Janeiro, THURSDAY, Sept. 29.  
City of Peking, SATURDAY, Oct. 22.  
City of San Francisco, SATURDAY, Nov. 12.

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## Mails.

**NOTICE.**  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANÇAIS.

**STEAM FOR**  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY,  
MADRAS, CALCUTTA, ADEN, SUEZ,  
PORT SAID,  
MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA;  
ALSO,  
LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 21st September,  
1892, at Noon, the Company's  
S.S. **YANGTSE**, Commandant SCHMITZ,  
with MILLS, PASSENGERS, SPECIAL  
and CARGO, will leave this Port for the  
above places.

Cargo and Specie will be registered for  
London as well as for Marseilles, and accepted  
in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted till  
Noon.

Cargo will be received on board until 4  
p.m. Specie and Parcels until 3 p.m. on  
the 20th September, 1892. (Parcels are not  
to be sent on board; they must be left at  
the Agency's Office.)

Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

**G. DE CHAMPEAUX,**  
Agent.

Hongkong, September 7, 1892. 1554

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE,

## CHINA AND JAPAN.

Proposed Sailings from HONGKONG, 1892.  
(SUBJECT TO ALTERATION.)

Empress of Japan, SATURDAY, October 8.  
Empress of China, SATURDAY, Nov. 5.  
Empress of India, SATURDAY, Dec. 3.

THE R. M. S. EMPRESS OF JAPAN.  
Lieut. Geo. A. Lee, R.N.R., Com-  
mander sailing at Noon, on SATURDAY,  
the 8th October, with Her Majesty's  
Mails, will proceed to YANCOUVER, via  
SHANGHAI, KOBE, INLAND SEA AND  
YOKOHAMA.

RATES OF PASSAGE.  
(In Mexican Dollars.)  
From HONGKONG, FIRST CLASS.

Yanchover, Victoria, Es-  
quimaux, New West-  
minster, B.C.  
Tacoma, Wash.  
Portland, Ore., San Fran-  
cisco, Cal.  
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## Intimations.

## The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IT IS PUBLISHED to suit the Departure  
of each Steamer and Express Mail  
Steamer for Europe. It contains special  
Commercial Intelligence, special tables of  
Shipping, and other information. The  
various Reports of Courts and Meetings,  
and all other news, are given in full as  
they appear in the Daily Press.

The Overland China Mail, by the con-  
venience of its form and the accuracy and  
fulness of its reports, has long been popular  
with residents who wish to send home a  
weekly bulletin of the news of Hongkong  
and the Far East. Circulating, as it does,  
among nearly all the old China "hands"  
at Home and also among residents at the  
Treaty Ports and in the interior, it offers  
special advantages to advertisers.

The Overland China Mail will be regularly  
posted from the China Mail Office to sub-  
scribers, on their addresses being forwarded  
to the Office.

Subscription:  
Per Annum, ... \$12.00, postage, ... \$1.00  
Quarterly, ... \$3.00, postage, ... 0.25  
Single Copy, ... 0.30.  
China Mail Office, Hongkong.

## RAIL PROGRAMMES

## FOR SALE.

IN NEW SHADES AND PATTERNS.

'CHINA MAIL' OFFICE,  
5, WYNDHAM STREET.

## SANTAL-MIDY.

The pure essence of Santal  
obtained by the process from the  
best Mysore wood.

SANTAL-MIDY entirely different  
from the santal of the Indian  
is superior to Capsule Cubeb,  
injections, and the resin from all  
small or other inconveniences.

SANTAL-MIDY cures all de-  
rangements of the urinary organs in either sex  
in 48 hours.

SANTAL-MIDY is contained  
Capsules, each of which  
bears the name "MIDY".

SANTAL-MIDY Bware of  
All other Capsules or mixtures  
contain impurities, resin, oils,  
etc., and are not genuine.

SANTAL-MIDY is sold by all  
medicinal dealers throughout the  
world.

Paris: 6, Rue Vivienne, 6.

For Sale by A. WATSON & Co., Chemists.

## SHARE LIST—QUOTATIONS.—Sept. 12, 1892.

Stocks.

Hongkong and Shanghai Bank Cor.  
New Issue.

Bank of China, Japan and Straits,  
Ltd.

National Bank of China, Limited.

MAINE INSURANCE.

Janion Insurance Office Co., Ltd.

Janion Insurance Office Co., Ltd.

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